

## kn14002 I-15 Rose Rd IC

### Summary of Public Comments

Note: full transcript of public comments and the 9/13/2016 public hearing attendance roster is available from ITD District 5 offices (see ProjectWise project folder kn14002)

#### **I. Verbal Comments:**

Comments in this section were made via phone voice mail left with ITD.

<b>#</b>	<b>Comment</b>	<b>ITD Response Action</b>
1	Since land has already been purchased for the project, public hearing is only to make people feel good. (verbal)	At the time of this call, only one parcel out of many parcels required, was purchased by ITD. The property was purchased from a willing seller as part of an early buy opportunity. All other purchases are pending the completion of the National Environmental Protection Agency (NEPA) impacts analysis, of which the public hearing is a part. Input from the public hearing has been applied toward the design of the ramps and overpass alignment, resulting in less curvature on Rose Rd/River Rd.
2	A newer, better overpass will help, but the location of (proposed?) exits/on-ramps will not be more efficient than existing. (verbal)	The existing exit/on-ramps are not long enough to safely allow traffic to slow down or speed up to interstate speed. The proposed diamond configuration both achieves safe on/off ramp lengths and allows over-height loads to pass through the interchange without detouring off of I-15.

#### **II. Public Hearing Comment Forms**

An official public hearing was held on September 13, 2016; 4pm-7pm; Blackfoot City Hall; Blackfoot, ID  
Attendance: 23 women, 34 men or 57 total people. Comment numbers from official transcription record are indicated as (#).

<b>#</b>	<b>Comment</b>	<b>ITD Response Action</b>
3	Outdoor advertising business opposes condemnation proceedings associated with Rose Rd IC project. (verbal)	ITD has grandfathered in the existing outdoor advertising signs; therefore, there will be no condemnation proceedings.
4	Prepare a 3D model of project and provide to contractors prior to bidding (like Thornton IC). (1)	ITD is looking into its resources to accomplish this.
5	Straighten Rose Rd/W River Rd adjacent to the I-15 overpass. (2)	ITD adopted this comment and re-designed the proposed alignment of Rose Rd/W River Rd to remove one of the curves. In addition, the curves that must exist in the proposed alignment are not as tight as the existing curves.
6	Can access be provided between W River Rd and Rose Pond (county rec area southwest of IC)? (3)	This is a county road. This comment has been passed on to Bingham County.
7	Additional width to overpass will be welcome – it is needed. (4/4a)	No response necessary.

<b>8</b>	Build new bridge NORTH of existing structure, not to south as proposed. This will straighten Rose/W River Rd approaching the overpass bridge, and reduce impacts to irrigation canal and land owners south of IC. (4/4a)	ITD adopted this comment and proposes to build the new bridge north of the existing structure to straighten Rose/W River Rd.
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### III. Written Comments:

Comments in this section were submitted to ITD via email or letter.

<b>#</b>	<b>Comment</b>	<b>ITD Response Action</b>
<b>9</b>	No high-speed internet on east side of interstate; maybe reason is no access for fiber optic to cross interstate. Can fiber optic crossing be accommodated in new overpass? (6)	Yes, the new structure will have utility conduits that can accommodate fiber optic crossing.
<b>10</b>	Provide access road between W River Rd and Rose Pond (county rec area) southwest of IC. This would provide route when IC is closed for construction and another access to the greenbelt at Rose Pond. (6)	This is a county road. This comment has been passed on to Bingham County.
<b>11</b>	Project will provide safer and more useable overpass, and a safer driveway access for residence. (7)	No response necessary.
<b>12</b>	Mailboxes located on south on/off ramp would be better located on the county road where it would be safer or at a pull out on Rose Rd. (7)	ITD will coordinate with the postmaster and corresponding mailbox owners to choose a safer location for the mailboxes.
<b>13</b>	Concern about safety for traffic on I-15 during construction. Reduce speed limit at a great distance from the project, plan signage and traffic control that can handle amount of I-15 traffic. (7)	This comment is accepted and will be implemented during construction.
<b>14</b>	The project is needed for safety improvements at the Rose Rd exit. (8/9/9a)	No response necessary.
<b>15</b>	ITD asks for public input only to disregard all input and go with original plans. Previous public disapproval of project has been ignored. (8/9/9a)	ITD has evaluated all public input received by HQ or the District staff. Input from the public hearing has been applied toward the design of the ramps and overpass alignment, resulting in relocating the bridge north of its current location and reducing curvature on Rose Rd/River Rd.
<b>16</b>	Fair market value does not compensate for sentimental (family history) value of property. (8/9/9a)	That is correct. ITD does not compensate for sentimental value of the property. ITD complies with legal requirements to pay Just Compensation, which is comprised of the fair market value of the land and improvements, plus any damages to the remainder property as per the Uniform Appraisal Standards for Federal Land Acquisition.

<p><b>17</b></p>	<p>Land owners only settle for fair market value before ITD enacts eminent domain and causes them greater loss. (8/9/9a)</p>	<p>ITD makes every effort to reach a negotiated settlement with each affected landowner. The Just Compensation offered to the landowner is based on an appraisal of the property as performed by a licensed, qualified Certified General Appraiser. That appraisal is then reviewed by another licensed, qualified Certified General Appraiser before it is used to establish the Just Compensation. Any information which may affect the value of the property, such as recent documented sales of similar properties that is provided by the landowner and which the appraiser may not have been aware of, must be considered by ITD. If the landowner does not agree with the appraisal provided by ITD, the landowner has the right to commission their own appraisal of the property at their expense. That appraisal must then be reviewed. If that appraisal is accepted by a review appraiser, then it can be used to establish a new Just Compensation. ITD uses the condemnation process only as a last resort when it is not possible to reach a negotiated settlement.</p>
<p><b>18</b></p>	<p>ITD communicated that project was planned, but no input was solicited from affected land owner before presenting a fully-developed plan. (8/9/9a)</p>	<p>ITD recognizes that additional periodic communication between the original contact with affected land owners and the presentation of a proposed plan at the public hearing would have allowed for a more efficient and transparent design process. ITD has mitigated for this oversight by evaluating the public input, as received from the public hearing and subsequent individual meetings, and incorporating the information into a re-design for the proposed interchange project that addresses the public comments.</p>
<p><b>19</b></p>	<p>Proposed plans negatively impact land farmed for profit (acquisition of land area, pivot relocation, access relocation) and commercial billboards providing income to land owner. (8/9/9a)</p>	<p>The Just Compensation offered to the landowner is comprised of the fair market value for the land and improvements, plus any damages to the remainder property. In the case of damages, the appraiser is required to investigate opportunities to mitigate the damages. Often, there are situations in which the “cost to cure” the damage is less than the actual damages. In that case, ITD will compensate the landowner for the cost to cure, such as modifying irrigation pivots or</p>

		constructing alternative access to the property.
<b>20</b>	Property purchase will hurt land owner assets that will be relied upon to provide future retirement income. (5)	That issue is beyond ITD control. The Uniform Appraisal Standards for Federal Land Acquisition requires the property to be valued as of the effective date of the appraisal, not based on future projected land values.
<b>21</b>	Building a new overpass south of existing bridge will require purchasing property from family homestead and also neighbor's family homestead property, even though ITD already owns land north of the IC and other adjacent properties have been bought and sold several times. (5)	The proposed project will involve acquisition of new right-of-way as necessary for the proposed interchange, and liquidation of right-of-way no longer necessary for the functioning of the interchange. The historical context of parcel ownership is beyond ITD control. The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources are available to all relocates without discrimination.
<b>22</b>	Building bridge south of existing bridge will make curve in Rose/W River Rd worse and cause more accidents. (5)	If the bridge was built to the south of the existing bridge, the curves in Rose/W River Rd would not be as tight as they are currently. However, ITD proposes to build the new bridge north of the existing bridge in order to straighten Rose/W River Rd.